



# Agenda

- 1. Introductions 5 minutes
- 2. Follow up from April 2021 Meeting Questions 5 minutes
- 3. Public Engagement, Education, and Outreach 10 minutes
- 4. Task Force Questions and Comments 10 minutes
- 5. Future Program Requirements and Task Force Discussion 40 minutes
- 6. Public Comment Period 20 minutes
- 7. Plans for 2021 5 minutes

### Introductions

- T&ES Staff: Katye North (Division Chief of Mobility Services), Alex Block (Principal Planner in Mobility Services), Vicki Caudullo (Program Manager and Shared Mobility Planner in Mobility Services)
- 13 Task Force members

Task Force Members			
Representative of	<u>Name</u>		
2 City Councilmembers or appointees	Councilman Aguirre (Christian Lyle Scott), Councilman Chapman (designee KellyAnne Gallagher)		
2 business representatives	Ryan Fowler, Amy Slack		
4 citizens at large	Mason Butler, Lisa Porter, Michele Simms-Burton, Yvonne Weight Callahan		
1 member of Alexandria Commission on Persons with Disabilities	Jeffrey Pool		
1 member of Alexandria Commission on Aging	Ray Biegun		
1 transportation professional	Steve Klejst (Chairperson)		
1 transportation advocacy organization representative	Erin Meter		
1 transit or shared mobility user representative	Laura Miller Brooks		

# Meeting Overview

01

Q&A follow up from April Task Force meeting

02

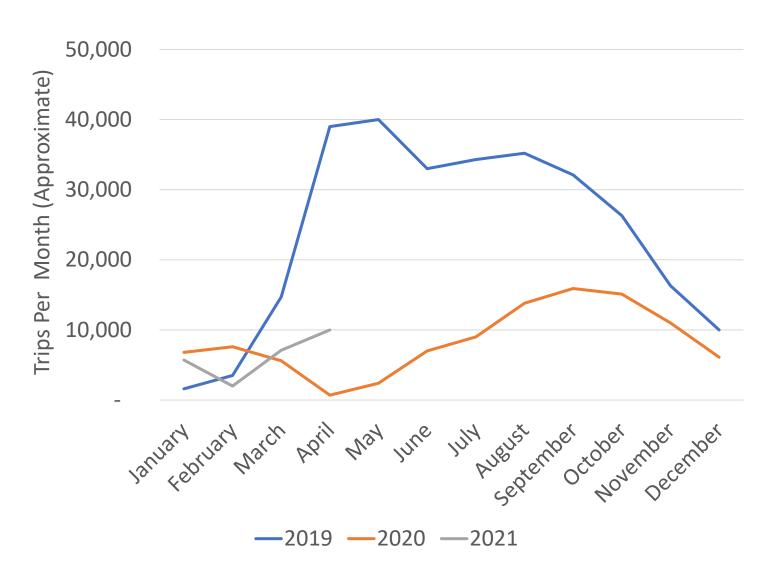
Share public engagement, education, and outreach materials and plans

03

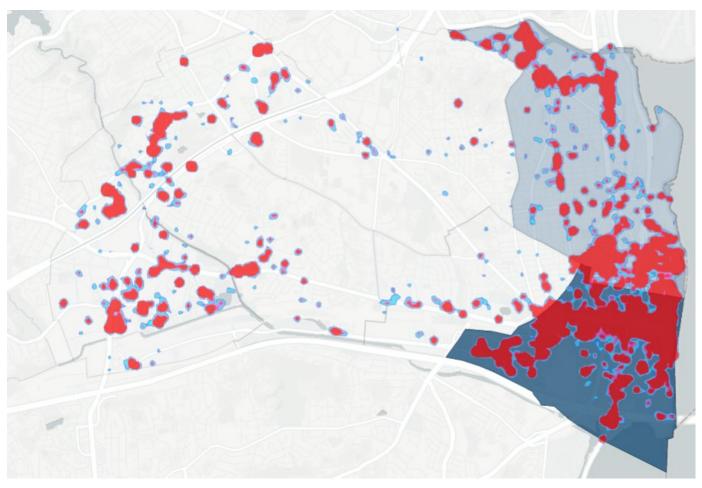
Discussion of key program issues and future program recommendations to address issues

# Q&A Follow up from the April Task Force meeting

### Ridership by Year



Frequently
Parked Areas
and Trip Origins
& Destinations

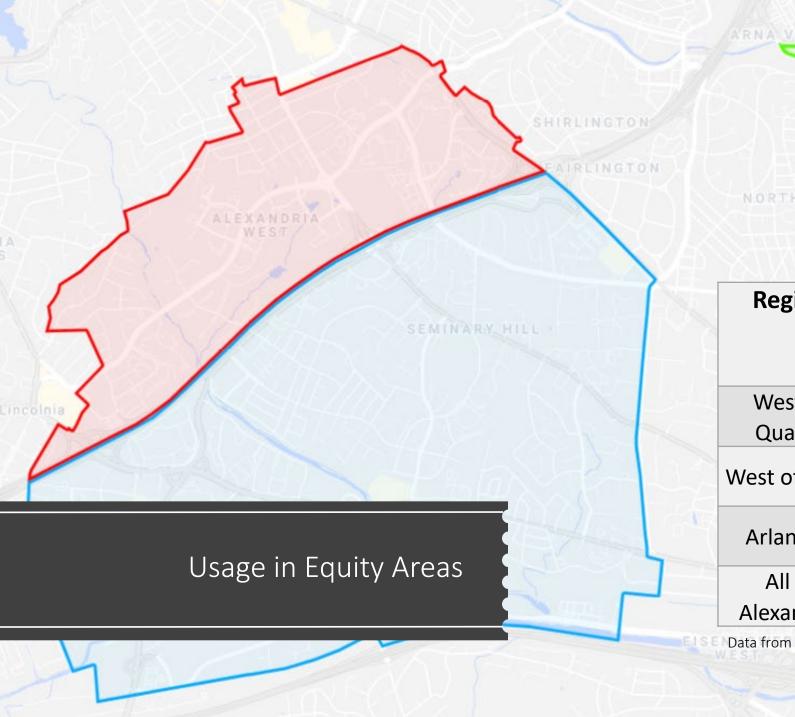


January 1, 2020 – May 15, 2021 Frequently Parked Areas shown in red Trip Origins and Destinations by District shown in blue

# Connecting to Transit

Region	Number of Trip Origins or Trip Destination (Approximate)	Percentage (%) of All Trips
King Street Metro Area	10,200	8%
<b>Braddock Metro Area</b>	8,800	7%
Van Dorn Metro Area	500	0.4%
Eisenhower Metro Area	200	0.2%
All of Alexandria	128,700	

Data from January 1, 2020 – May 15, 2021



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Region	# of Trip Origins or Destination (Approximate)	% of All Trips
West of Quaker	13,300	10%
West of I-395	8,100	6%
Arlandria	6,300	5%
All of Alexandria	128,700	

Data from January 1, 2020 – May 15, 2021

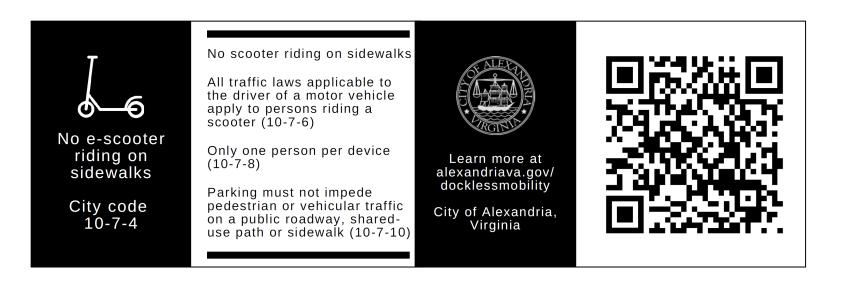
# Virtual Public Engagement, Education, and Outreach

- Virtual Focus Group meeting with the community to discuss the content of a future program, equity areas, scooter fleet size, etc. in small groups
- Meeting with key stakeholder groups:
  - Transportation Commission
  - Traffic & Parking Board
  - Commission on Aging
  - Commission for Persons with Disabilities
  - Waterfront Commission
  - Federation of Civic Associations



# Virtual Public Engagement, Education, and Outreach

- E-news sharing education efforts and how to report issues
- Social media posts sharing "do's & don'ts" for riding and parking
- In-app education (when possible)
  - Education materials for first time riders or before starting a trip
- Recorded videos for education and safety



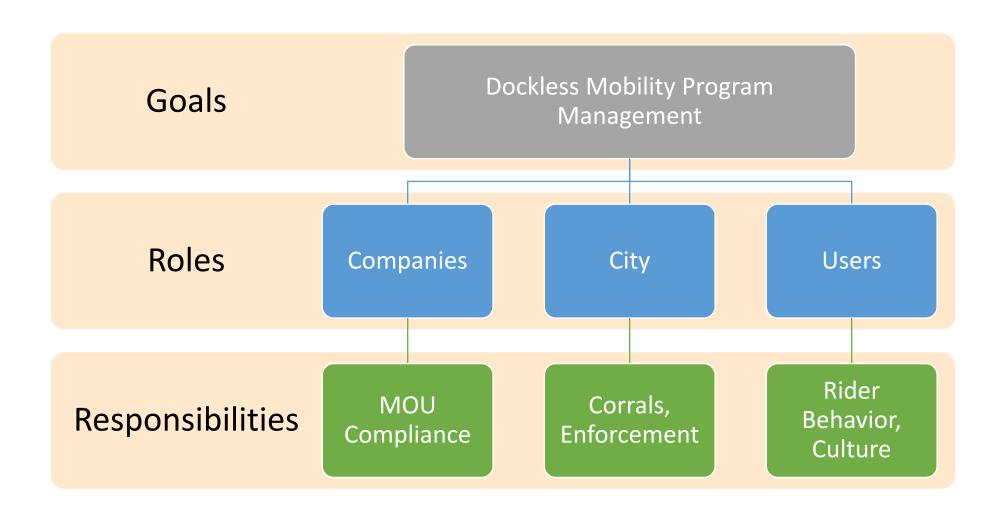




# Future Program Requirements - 40 minutes

- Staff will introduce several key issues to orient discussion of potential requirements for a future program.
- After each issue, Chairperson Steve Klejst will facilitate a Task Force discussion period
- 3 minutes per speaker
- Please use the "raise hand" feature on Zoom

# Roles and Responsibilities



# Key issue: Parking & Sidewalk Issues

#### Background:

- Improper scooter parking can be unsafe for pedestrians, ADA, etc.
- Current Program:
  - Require companies to deploy scooters in corrals (off sidewalks).
  - Installed ~35 corrals
  - Exploring hiring seasonal temp workers to fix incorrectly parked scooters in Old Town.
  - Require companies to communicate "no sidewalk riding" to users through in-app messaging.
  - Installed "no sidewalk riding" signage throughout the City and at scooter corrals.

#### Options for Discussion:

#### • Companies:

- Require in-app messaging about corral parking
- Require photo verification of user parking

#### • City:

- Increase number of corrals
- Ban parking on sidewalks
- Require "lock-to" capabilities
- Convert parking spaces into corrals
- Create corrals on sidewalks

#### • Users:

• Increase public education about scooter etiquette

# Key issue: Riding and Safety Issues

#### Background

- Sidewalk riding can conflict with pedestrians.
- Scooter usage is not permitted on sidewalks, per City Code.
- Riders may not feel safe riding in the street, due to vehicle speeds, traffic, etc.
- Impacts on Alexandrians with Disabilities or in the Senior Community

#### **Options for Discussion**

- Companies
  - Geofencing low speed areas (Waterfront)
- City
  - Ensure streets feel safe for riding
  - Increase Police enforcement
- Users
  - Public Education
  - Develop culture of riding on-street

# Key issue: Too many scooters in some parts of the City

#### Background

- High ridership and scooter deployments in Old Town than in other areas.
- Some riders continue to park and ride in "no riding" and "no parking" areas.
- The current program does not have an overall cap on the number of scooters or e-bikes.

#### Options for Discussion:

- Companies:
  - Geo-fence additional "no parking" areas
  - Use incentives to shape behavior
- City:
  - Set a maximum number of companies/permit holders
  - Set a maximum number of devices for the program
  - Set a 'flexible cap' on devices based on performance criteria
- Users:
  - Add education language in-app for large areas like the Waterfront

# **Key issue:** Not enough scooters in some parts of the City

#### Background

- Scooters are not available in some parts of the City
- The Phase 2 Pilot requires 30% of devices to be deployed in three equity areas: Arlandria, west of Quaker, and west of I-395.

#### Options for Discussion:

- Companies
  - Incentives to encourage trips to equity areas
- City
  - Modify equity area requirements
  - Modify equity area geography
  - Add requirements for companies to deploy near transit
  - Allow companies to deploy more devices if designated for equity areas

# Key issue: Managing complaints and issues

#### Background:

- Companies responsible to respond to complaints
- Staff is working with 311 staff to get issues addressed quickly by helping residents get in touch with responsible companies
- City is exploring hiring contractors to correct tipped or mis-parked devices in peak scooter riding months

#### Options for Discussion:

- Companies
  - Tracking companies' responses to complaints
- City:
  - Exploring "complaint audits"
     where periodically, Staff call in
     complaints and track companies'
     response time and quality of
     customer service.

### Public Comment

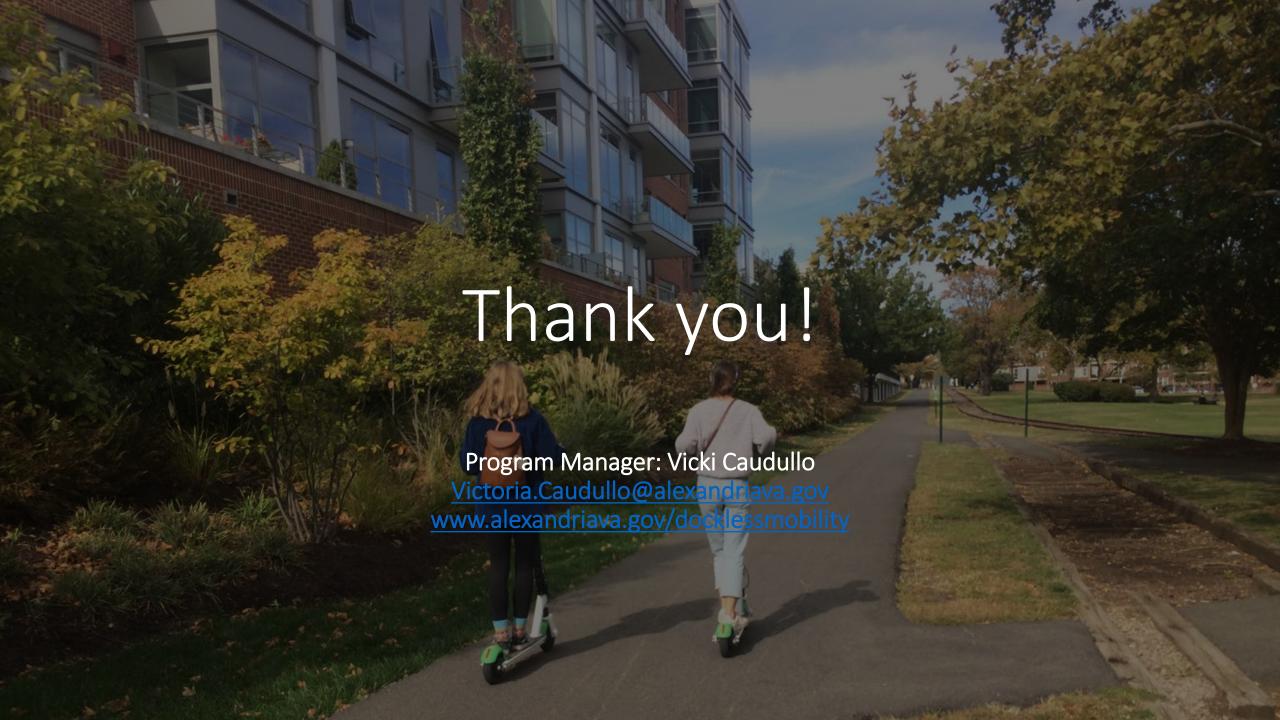
- Please use the "raise hand" feature on Zoom
- Public comment period facilitated by Chairperson Steve Klejst
- 3 minutes per speaker





### Plans for 2021:

- June Staff to meet with Boards, Commissions, and Associations
- July City Council Written Update
  - Status of the Phase 2 Pilot program
  - Takeaways from Task Force meetings
  - Overview of the options for a future program and if approved, a timeline for executing a future program
- July Ad Hoc Scooter Task Force meeting
  - Discuss any changes that should be incorporated into a future program (number of scooters, equity areas)
- October City Council Meeting
  - Overview of the Phase 2 Pilot program
  - Share the recommendation of the Ad Hoc Scooter Task Force and staff recommendation for a future program





# Virginia State Code – Regulation of Dockless Mobility Companies

- <u>Virginia State Code § 46.2-1315</u> states that Virginia localities may regulate the use of scooters, bikes, or e-bikes for hire.
- This regulation gives the City the ability to regulate scooter and e-bike companies.

### Virginia State Code & City Code - Fines for Infractions

Staff is coordinating with APD for more information on this per City Code.

Per Virginia State Code § 46.2-904, the penalty for riding a scooter on the sidewalk is a civil offense that is punishable by a fine up to \$50.

# Virginia State Code — Defining Scooters and E-Bikes

- Scooters are defined as "electric personal assistive mobility devices"
  - A self-balancing two-non tandem-wheeled device that is designed to transport only one person and powered by an electric propulsion system that limits the device's maximum speed to 15 miles per hour or less
- E-bikes are defined as "electric power assisted bicycles" with three classes based on speeds and level of electric assistance.
  - A vehicle that travels on not more than three wheels in contact with the ground and is equipped with (i) pedals that allow propulsion by human power, (ii) a seat for the use of the rider, and (iii) an electric motor with an input of no more than 750 watts.

# Virginia State Code: Regulation of Usage

- Every person riding a bicycle, e-bike, scooter, etc. is subject to traffic laws and has the same rights and duties applicable to drivers, unless otherwise stated.
- Users are required to use hand signals to signal their intention to turn, unless both hands are needed to control or operate the scooter, e-bike, or bike.
- Virginia localities may by ordinance prohibit use of scooters, e-bikes, and bicycles on sidewalks, crosswalks, and shared use paths.
- Scooters, e-bikes, and bikes should not be parked in a way that impedes pedestrian or other traffic.
- Scooter and e-bike users are required to ride adjacent to the right curb or edge of the roadway when traveling at less than the speed of traffic, except under specific circumstances (turning left, etc.)
- Provides regulation for overtaking and passing vehicles. Generally, scooter, e-bike, and bike riders are required to comply with all rules applicable to drivers.
- States requirements for scooter and e-bikes, such as battery type, maximum speeds, etc.